

GENERAL OPERATION PLAN

The following Operation Plan shall be limited to mining in the Looney Creek watershed only until the TMDL has been updated. Only Sediment Ponds #3 and #4 which discharge into Looney Creek may be constructed to provide sediment control for the mining in Looney Creek. The only disturbances to be made in the Callahan Creek watershed include maintenance and upgrades to Haulroad #1 and Haulroad #2 and the construction and maintenance of road sumps. No other disturbances shall be made in the Callahan Creek watershed until the TMDL has been updated.

The proposed permit area is near the head of Looney Creek off Callahan Creek and crosses the ridge line into Preacher Creek off Callahan Creek of the Powell River, near Arno Va. The Access Haul Road will come off Rt 686 near Arno, Va. The terrain in these watersheds, in the area being permitted, is characterized by moderate to steep slopes above the Marker and Taggart seams. The lowest seam being mined is the Marker seam. The Marker and Taggart seams will be contour mined and area mined together with areas where only one or the other coal seam will be taken. The Marker seam has been underground mined in some areas within the permit area and there is some prelaw stripping of the seam outcrops. The Taggart seams have not been significantly mined within the permit, although some of the existing prelaw strip benches within the permitted area do intersect the Taggart seam. There is approximately 18.50 acres of remaining area associated with this application. The area has been identified on the remaining map located in item 21.5 on a USGS map dated 1976.

The vast majority of the existing permitted areas and out slope areas, have has been logged in the past decade and is completely overgrown with saplings, brush, and shrubs. The site and location of structures referenced by this narrative may be seen on the Geo/Hydro Map, in Attachment 21.2B.

Access to the site will be from State Road 686 (Derby Road)/ County Route 686 at ARNO. This existing haulage road will remain in place at the property owners request after bond release. (Some haul road sections on the existing Marker seam bench will be mined through and have to be rebuilt.) One power line crosses the permit area. There are existing prelaw highwalls on the Marker seam level on most all of the permit area.

There is an existing haul road in place on the Marker seam bench that will be upgraded and utilized as needed. Ponds and ditches will be constructed to obtain the required sediment storage capacity for the initial drainage area on the new permit. The ponds and ditches that pertain to the watershed being mined will be constructed prior to the commencement of mining. The ponds will be certified by a professional engineer prior to the commencement of mining. This application proposes a total of four sediment ponds and diversion ditches. There is an existing electrical transmission tower located between Cross-Section C-C' and Cross-Section D-D' that will not be affected by the mining. A buffer zone will remain for the area around the electrical tower. The buffer will be 100' from the feet of the structure on all sides. No jurisdictional waters will be impacted.

As mentioned above, access to the site will be from Route 686 (Derby Road)/ County Route 686. The existing haulroad up the hill will be upgraded to current standards and certified as sections are needed. The initial 3,700' of haulroad has sumps and culverts in place. These sumps and culverts will be cleaned of debris. The road surface will be cleaned of debris and berms fortified to required standards. This road will provide access to the proposed parking lot

and coal stockpile area, as shown on the attached drawings. The road will be certified by a Professional Engineer prior to coal haulage. No new roads are proposed. The existing Marker seam bench roads will be utilized to access the proposed ponds and ditches that will be constructed and certified. Ponds 1,2,3 and 4, will control drainage for all disturbed area and cuts to be taken on the Marker and Taggart seams in each increment. All haul roads will be constructed and surfaced to withstand haulage with appropriately sized berms, ditches, sumps and culverts to control surface water runoff from associated disturbed acreage.

All Sediment Ponds will be constructed and certified by a qualified professional engineer prior to any disturbance. Initial mining activities will begin with a small contour cut south of Cross-Section A-A' just west of Cross-Section C-C' on Increment #1 in the Marker seam. Spoil handling on the mine site will be accomplished with bulldozers, loaders and rock trucks. Initial mining activities will begin with a small contour cut south of Cross-Section A-A' just west of Cross-Section C-C' on Increment #1 in the Marker seam. The spoil material generated from the initial cut will be placed on the existing bench in Bench Storage Area #1, south of Cross-Section A-A' and just west of Cross-Section D-D'. A portion of this material will be temporarily placed on the existing Marker bench in Bench Storage Area #1 until enough working room has been established in the contour cuts being mined on Increment #1. A good portion of the initial cut material will then be hauled back to the contour cuts to reclaim the walls created on increment #1, with the remainder being intermingled with the spoil generated from the Area Mining, Point #1 that will take place on Increment #2. After the extent of Increment #1 is completely mined, mining will then proceed to the Area Mining portion, Point #1. This will begin on the Point #1, pit 6 and the material generated from this will be used to reclaim the remainder of walls on Increment #1, just west of Cross-Section D-D'. The Area Mining of the mountain near Cross-Section E-E' will continue in a westerly direction to pit 15 west of Cross-Section D-D' and the extent of Increment #2, with spoil being used to reclaim the previous pits which includes the prelaw Marker wall on all sides. A contour cut will then begin on Increment #3 just east of Cross-Section C-C' at the most easterly portion of the permit boundary with spoil generated from these cuts being used to reclaim the prelaw marker bench on Bench Storage Area #2, downslope of the contour cut. After the initial cuts are taken on Increment #3 mining will continue in a south westerly direction on Increment 3 with the material generated being used to reclaim previous pits in both the Contour Area, Area Mining Area and the prelaw wall on the Marker Seam. In certain areas the backstack will be steeper than the existing slopes and will allow for all Marker spoil to be backstacked (including the swell - excepting the initial cuts spoil placed on the old Bench Walls, completely reclaiming all generated walls. Final pits will be reclaimed with spoil that is overstacked from them onto the nearby pits. The amount of spoil required will be fairly small since the overburden thins in the last several pits taken.

It is expected that a total of approximately 200,000 tons of coal will be recovered by this operation by surface extraction methods. At an anticipated maximum production rate of 150,000 tons per year surface mining on this permit should be completed in slightly less than 2 years.

Mine soil will be segregated by bulldozers and/or front-end loaders and placed on regraded slopes as an integral part of the mining operation. If the mine soil cannot be immediately placed, then a sufficient quantity will be stockpiled for future use. Overburden will be drilled with vertical blast hole drills, and will be moved, after blasting, by bulldozers, front-end loaders or shovels and haulers. Trucks will be used to remove coal from the site.

All mining operations will be conducted in compliance with Section 816.107. No spoil, waste materials, debris, or abandoned or disabled equipment will be placed or allowed to remain on the down-slope. Woody material will be removed from the site or burned in accordance with applicable State laws. Land above the highwall will not be disturbed unless approved by the DMLR. Backfilling, regrading and the stability of the proposed post-mining configuration are discussed in Section 13.1, *Backfilling and Grading*.

Abandoned mine works in the Marker Seam will be down dip of the of Marker seam mining on this permit. The Marker lies approximately 40 feet below the Taggart seam. There is no existing underground mining or augering in the Taggart seams. There are underground mine works in the Imboden Seam which are abandoned. The Imboden mine works are approximately 405' feet below the Marker Seam. Abandoned mine workings are shown on the Geo-Hydrology Map (Attachment 21.2.B).

It is the intent of the permittee to begin this operation with one spread of equipment. The equipment list has been listed below:

- 2 – 40-ton Volvo Trucks
- 2 – 100-ton Trucks
- D8 – Dozer
- D10 – Dozer
- 336 – Excavator
- 992 Loader
- 16 – Road Grader
- Blasthole Drill
- Mechanic Truck
- Service Truck
- Fuel Truck